

CUT OUT FLARES
INSTALLATION INSTRUCTIONS FOR
20011, 20012 F100 - F150 - F250 - F350
P.U. & BRONCO

Tools Needed for Installation:

- (A) 3/8" Drill
- (B) 3/16" Drill Bit
- (C) 5/16" Drill Bit
- (D) Pop Rivet Gun
- (E) Hacksaw, Saber Saw or Air Chisel
- (F) Crescent Wrench

- (G) Marking Pen or Chalk
- (H) Jack
- (I) Jack Stands (2)
- (J) Right & Left Hand Aviation Snips
- (K) Hammer

*DO NOTE USE: Loctite, SuperGlue, or similar products on the hardware or the flares.

Step 1: Painting

(A) Painting your flares prior to installation is recommended. Sanding is optional before painting. Clean outer surface first with a quality de-greaser. Do not use lacquer thinner or enamel reducer as a degreaser. Wipe outer surface thoroughly with a tack rag prior to painting. A lacquer, enamel or polyurethane base automotive paint is recommended. The use of a primer coat is optional.

Step 2: Disassembly (Front) 2001 I

- (A) Jack up vehicle and use jack stands.
- (B) Remove wheel and wheel well trim (if so equipped).
- (C) Remove body side moldings on fender only (if so equipped).
- (D) Remove all screws that attach wheel well liner to fender lip and rocker panel.

Step 3: Cutting Sheet Metal (front) 2001 I

- (A) Mark a line 1-3/4" out from existing wheel well opening (lower front). Mark a line 3-3/4" out from existing wheel well opening (lower rear of front). Photos #1 and #2.
- (B) Place appropriate flare on fender and line up with marks. Make sure bottom returns on flare are against sheet metal at front and rear. Using inner edge of flare as a guide, mark a line all the way around. Photo #3.
- (C) Remove flare and mark a line 1/4" above line drawn in Step 3B. This will be the cut line. Photo #4.
- (D) Cut along line drawn in Step 3C and remove sheet metal, but don't discard. NOTE: Sheet metal is of double panel construction in some areas of cut line. Cut through both panels in these areas. Caution is advised not to cut wiring behind these panels. Photo #5.
- (E) Remove screw holding wheel well liner at inner rear. Photo #6.
- (F) On driver's side only, cut wheel well liner to gain clearance for emergency brake cable. Photo #7.
- (G) Cut wheel well liner rear edge (flat portion at rocker panel) in 4-1/2". Cut to a point where main radius of wheel well liner comes into flat. At this point radius out 90 degrees to outside of wheel well liner. Photo #8. This will allow flat portion to be tucked up and over inner rocker panel sheet metal.

(H) Mark a point 2" up from bottom of wheel well liner and in line with emergency brake slot. Using drill bit supplied, drill a hole through wheel well liner and sheet metal. Photo #9. Secure with No. 10 x 1-1/2 sheet metal screw and fender washer supplied.

(I) At inside lower rear of wheel well liner (bottom right of original mounting hole), push up and back until contact is made with sheet metal. Using drill bit provided, drill a hole through wheel well liner and sheet metal. Secure with aluminum pop rivet. Photo #10.

(J) Using cut line on sheet metal as a guide (Step 3D), mark a line onto wheel well liner around entire opening. Photos #11 and #12. NOTE: Do not cut off lower front mounting hole. Cut wheel well liner on line and discard.

(K) Using cut out sheet metal from Step 3D, mark a line 7/8" up from original opening. Mark a line 2" up at both front and rear leg roll out radius. Cut along marked lines. Photos #13 and #14. Hammer back outer sheet metal to inner sheet metal on new flange. On a hard flat surface, flatten out roll under lip. Photo #15. On outside 7/8" face of flange, cut (5) V-grooves. Centering new flange into fender well opening, slip between outer sheet metal and inner sheet metal panel. Photo #17. Starting at center of fender opening, push flange up until flush with sheet metal. Drill a hole (1/2" up from fender cut out) through outer fender sheet, new flange and inner sheet metal from center. Continue drilling and riveting until secured at (7) points. Make sure flange is flush with opening all the way around. Photo #18. Place plastic strip (supplied) into opening. Center up front to rear, make sure outer edge is flush with sheet metal. This plastic strip will be secured with a total of (8) steel pop rivets (7- along flange / 1- bottom center). Drill and rivet at center. Alternating back and forth from center, continue drilling and riveting until secured at (7) points. Lower portion at both front and rear may ear out past sheet metal. This is ok, as these areas will be trimmed flush. Drill a hole on center and to the lower rear of plastic strip. Hole should pass through both plastic strip and original wheel well liner. Place rivet through plastic strip and original wheel well liner. Next place steel back-up washer on rivet protruding through original wheel well liner. Cinch together with pop rivet gun. Photo #13. Trim flush to fender well opening, any portion of plastic strip that may protrude out.

Step 4: Flare Attachment (Front)

- (A) Fit flare tightly into fender well opening, making sure flare contour matches sheet metal contour. Use pre-drilled holes in the flare as drill guides to drill 9/64" holes in fender sheet metal. Again the wrapped tape depth stop will prevent damage to flare by drill chuck when drilling through sheet metal.
- (B) With everything ready; pop rivet (use aluminum rivets) the outer lower front pocket first. Then the outer lower rear pocket next. Don't forget the cup washers under rivet head. NOTE: *Cup washers are applied to outer pop rivet pockets only.* Alternating back and forth from front to rear, continue drilling and riveting sequences. Finish riveting with (1) front and (2) rear underside rivets. Photo #19.
- (C) Press trim caps onto outer flare rivet washers.
- (D) Reassemble original wheel well to fender screw at underside front.
- (E) Trim body side molding (if so equipped) to fit flush with flare and reattach.

Step 5: Disassemble (Rear) 20012

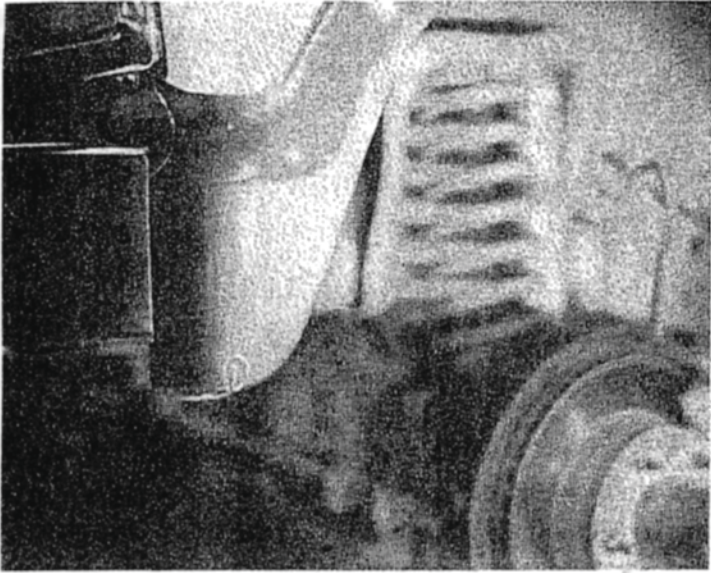
- (A) Jack up vehicle and use jack stands.
- (B) Remove wheel and wheel well trim (if so equipped).
- (C) Remove body side moldings (if so equipped).
- (D) Remove lower support rod fasteners at front and rear of opening.

Step 6: Cutting Sheet Metal (Rear) 20012

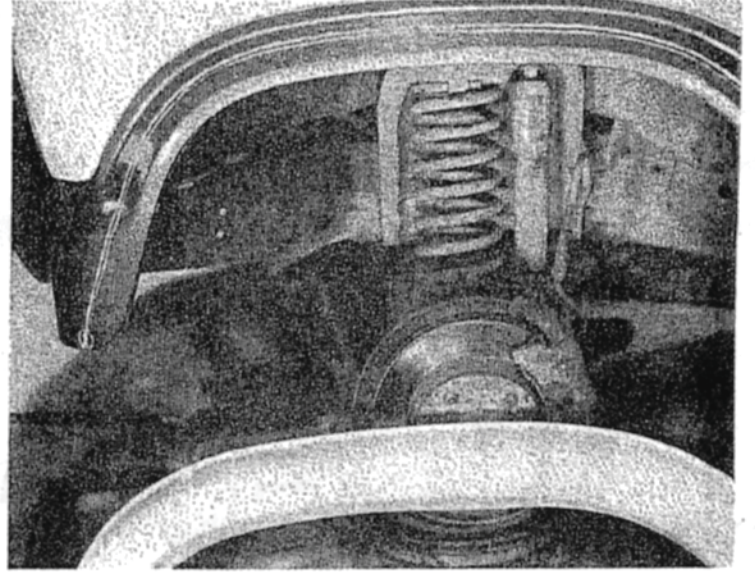
- (A) Mark a line 2-1/2" back (front and rear) at lower legs of wheel well opening. Place flare over sheet metal. Align lower inside edges and reference lines on sheet metal. Be sure bottom edges (front and rear) are snug with turn-under of sheet metal. Hold in place, using edge of flare as a guide, mark a line on sheet metal all the way around. Remove flare and mark a line 1/4" above line just drawn. This will be the cut line.
- (B) Cut out sheet metal all the way around cut line. You will note that part of the cut is of two panel construction. Remove cut-away sheet metal. Re-attach outer sheet metal panel to inner sheet metal panel at (2) points along top of wheel well cut-out using steel pop rivets.
- (C) If your vehicle is equipped with a gas door to the rear of the wheel well opening proceed with the following. Place gas door filler panel (supplied) over lower leading corner of rear door. Photo #20. Next, open gas door and mark hinge as shown in Photo #21. It may be easier to cut both the door and door hinge if the assembly is removed from the vehicle. Cut along marked lines. Drill through indent in the filler panel to accommodate original fastener. Remove washer on original fastener and install cup washer. Reassemble gas door and hinge onto vehicle. Install filler panel and cap washer. Hold flare in place and open gas door to check clearance. Trim door if necessary so no contact is made with the flare.

Step 7: Flare attachment (Rear) 20012

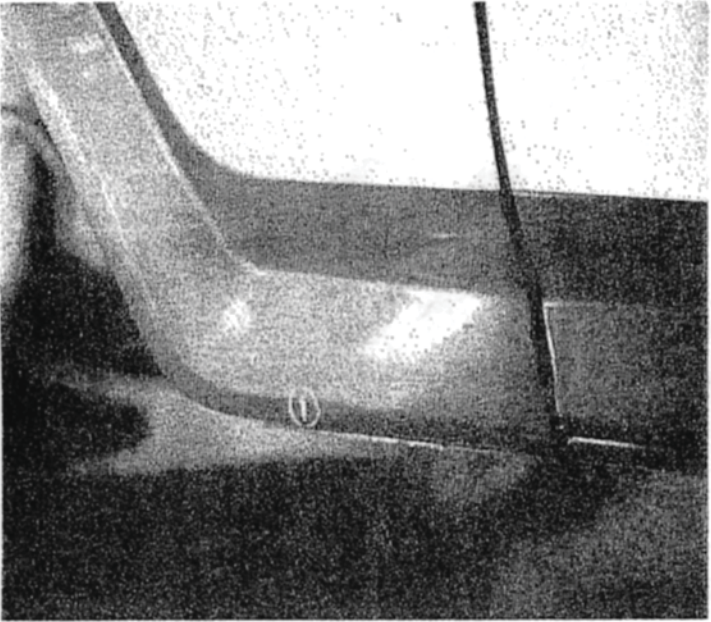
- (A) Install flare into wheel well opening. Holding flare in place, mark (from inside of wheel well) location of support rod holes onto flare. Remove flare and drill 5/16" holes at marked locations.
- (B) Follow Steps 4A through 4D for flare attachment procedure. In Step 4C the last sentence (for rear application) should read: Finish riveting with (2) front and (2) rear underside rivets.
- (C) Swing support rods into position and re-attach, using original fasteners.
- (D) Tuck any protruding wheel well liner under the flare.
- (E) Trim body side moldings (if so equipped) to fit flush with flare and re-attach.



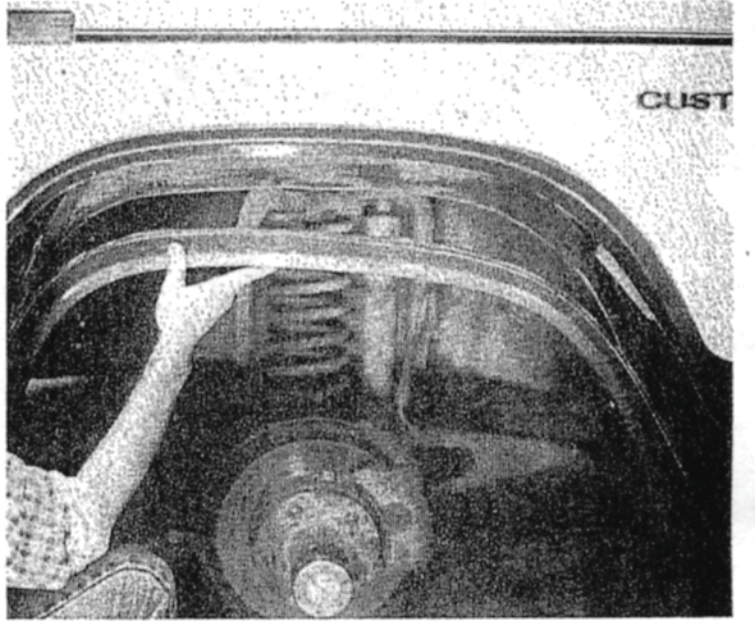
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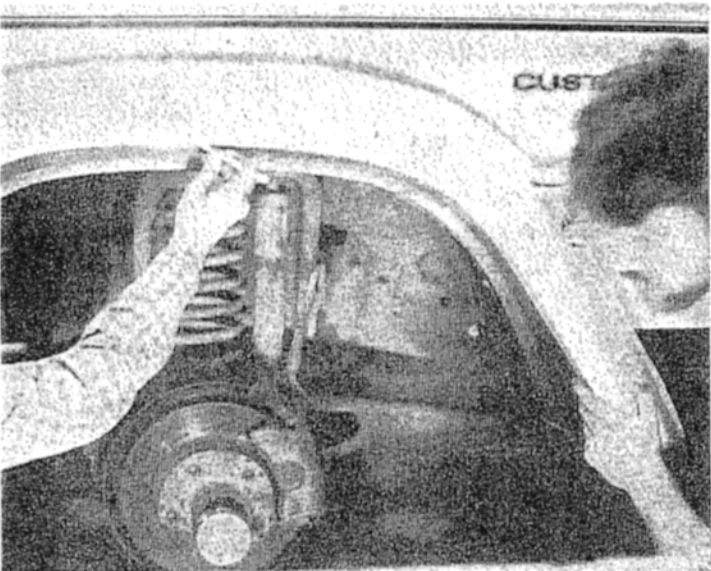
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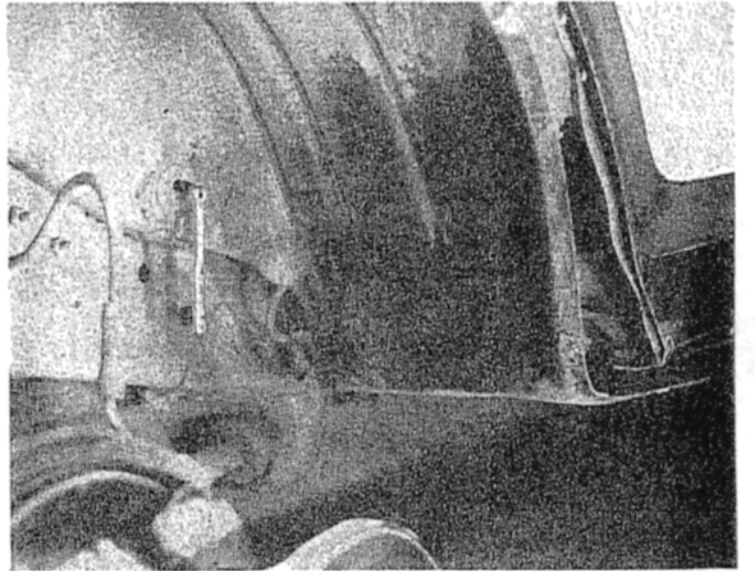
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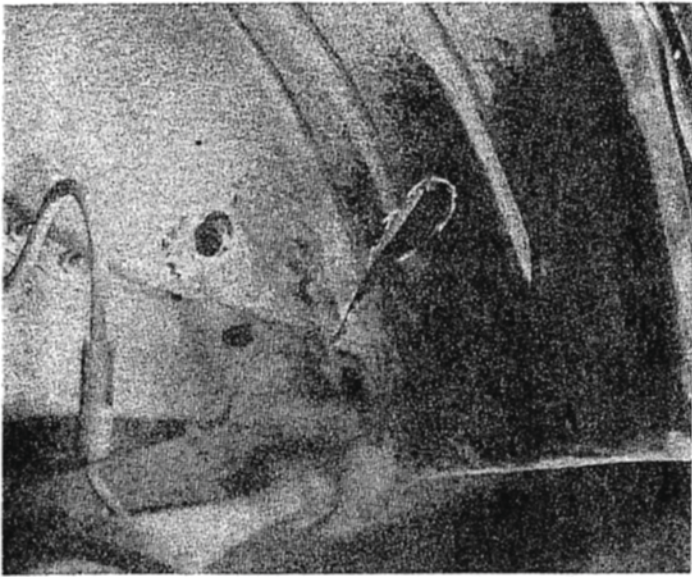
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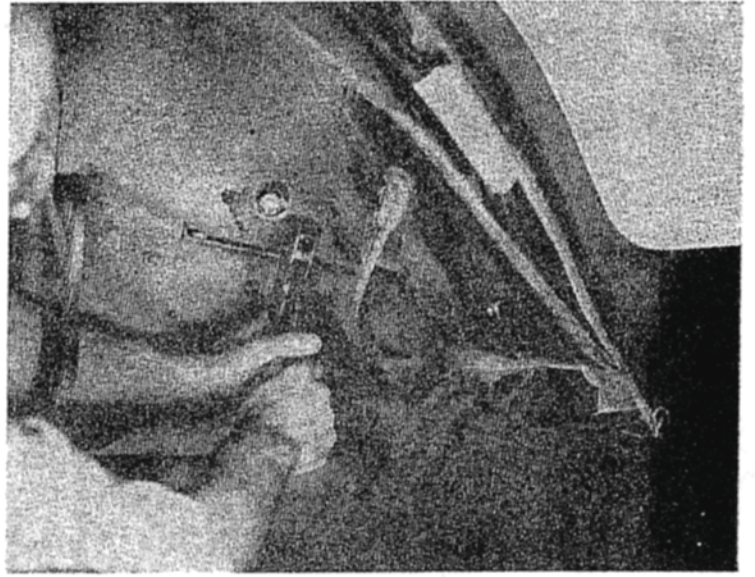
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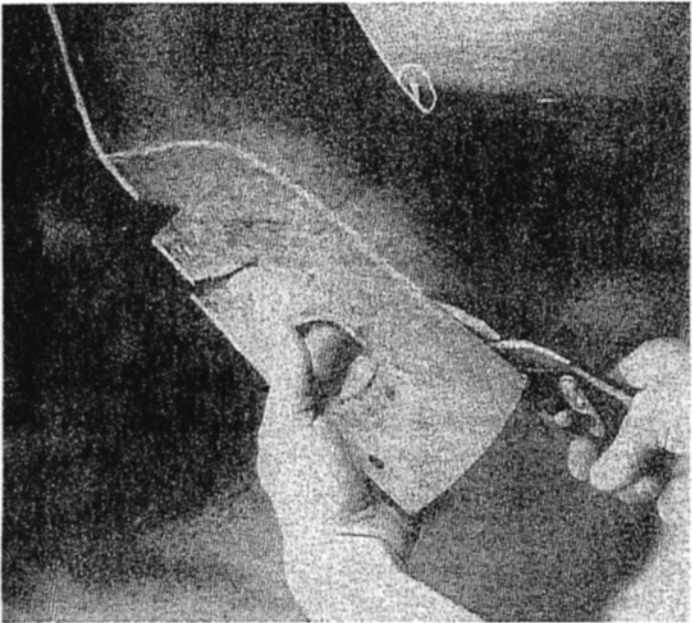
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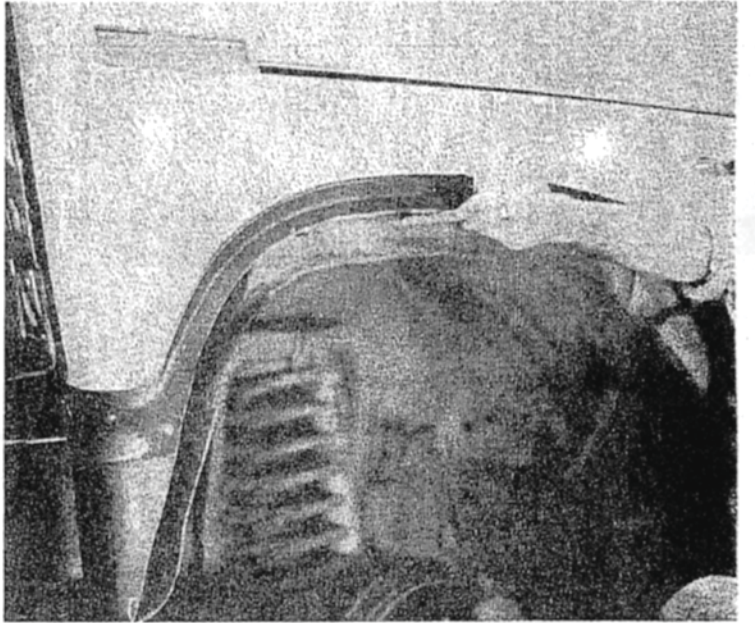
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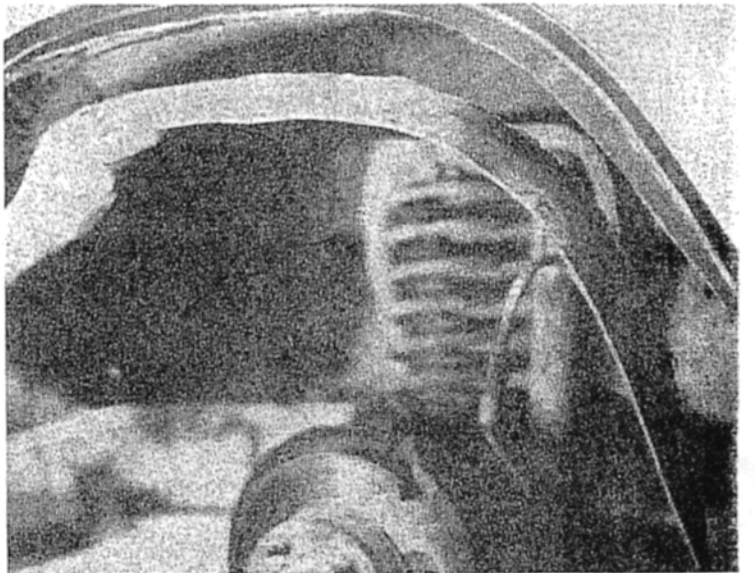
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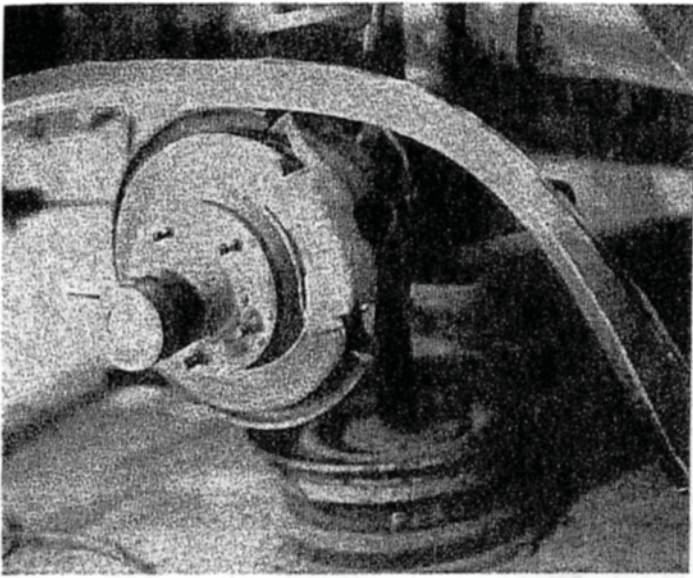
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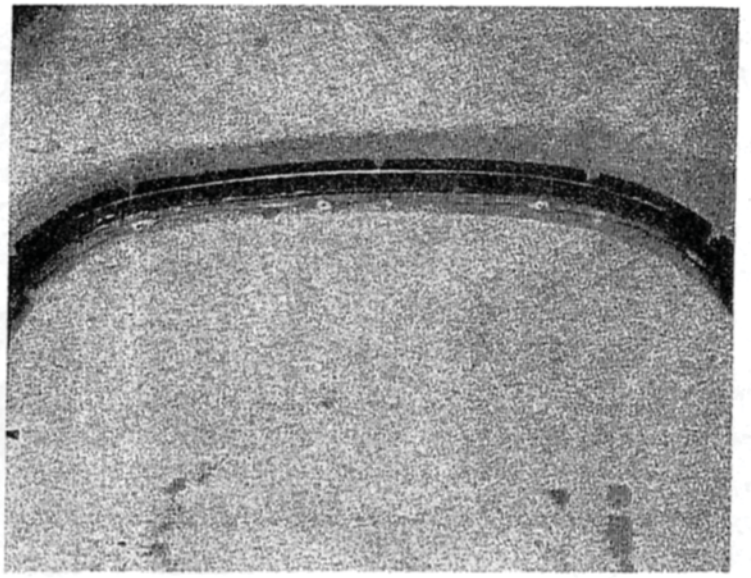
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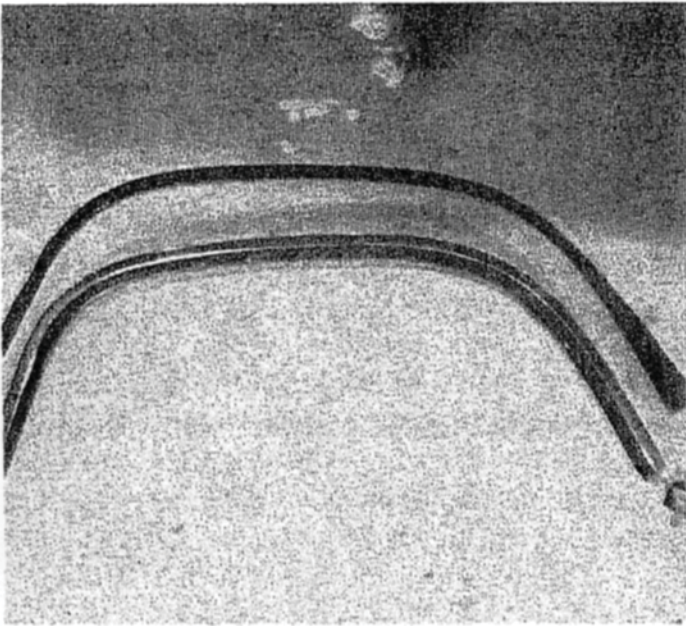
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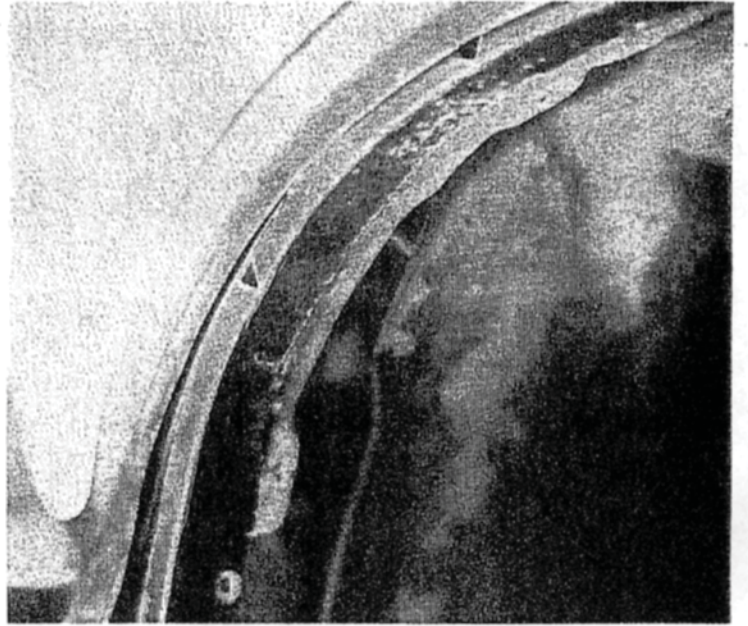
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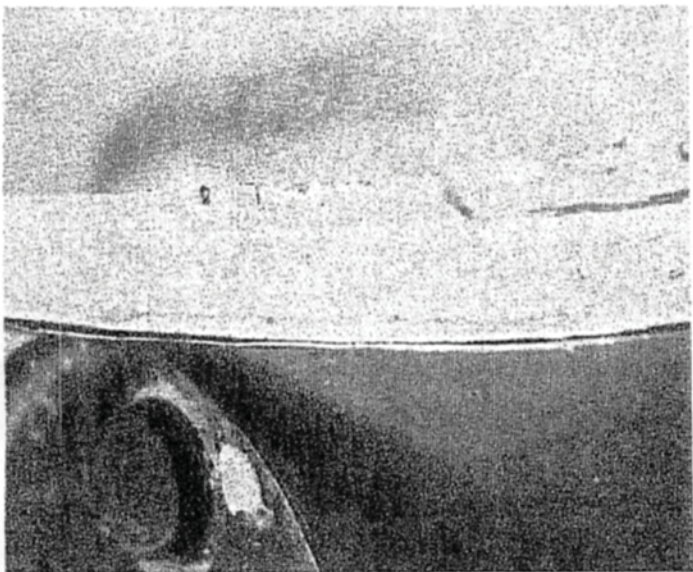
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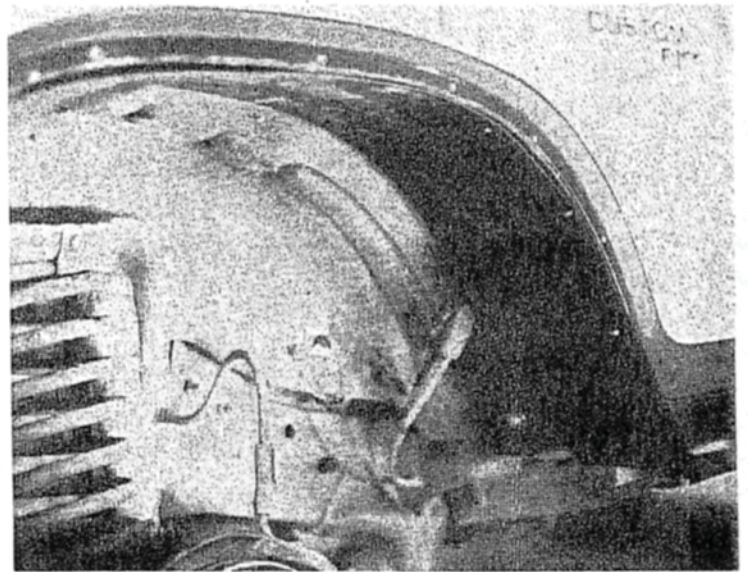
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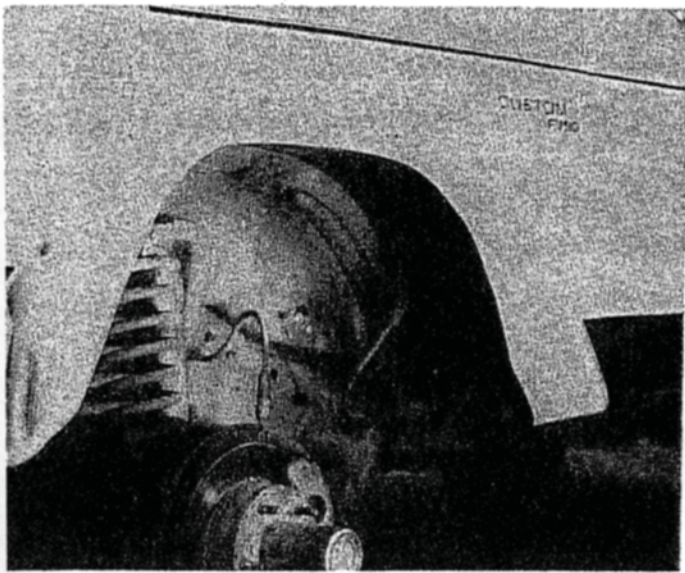
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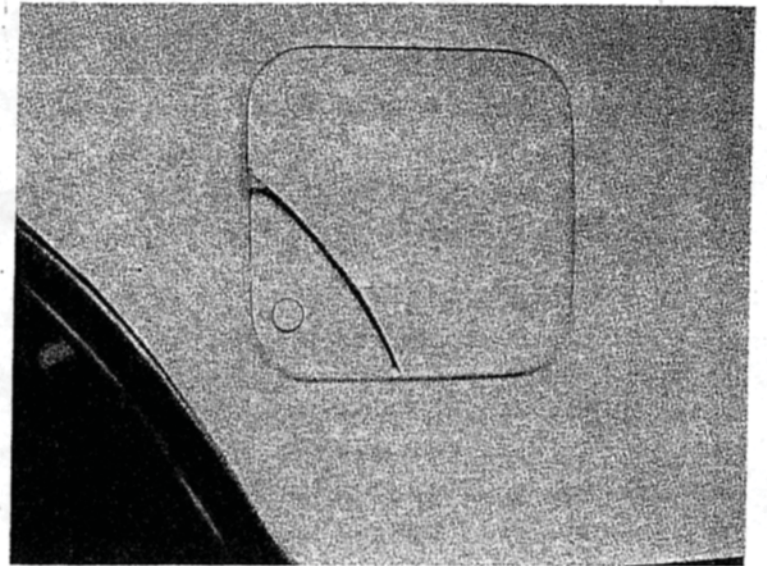
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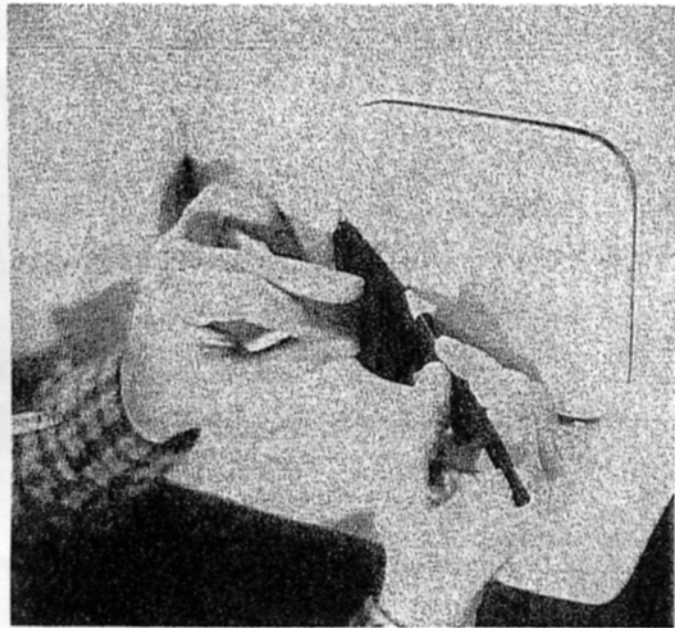
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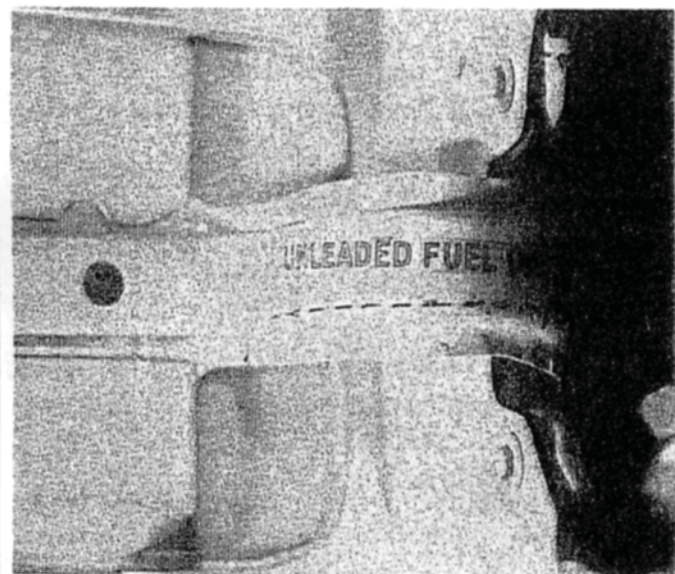
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